(xiv) Periodic Safety Audit of different divisions by inter-disciplinary teams from zonal headquarters have been introduced.

(xv) Training facilities for drivers, guards and staff connected with train operation have been modernised including use of Simulators for training of drivers.

(xvi) Refresher courses are regularly organised at specified intervals.

(xvii) Performance of the staff connected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xviii) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

ऋषिकेश और कोटद्वार के रेलवे स्टेशनों का विस्तार

1227. **प्रो० रामबख्श सिंह वर्मा:**
श्रीमती मालती शर्मा:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार से पास ऋषिकेश और कोटद्वार के रेलवे स्टेशनों के विस्तारीकरण की कोई योजना विचाराधीन है;

(ख) यदि हां, तो उसका ब्यौरा क्या है; और

(ग) इस योजना को कब तक स्वीकृति प्रदान कर दी जायेगी?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) जी नहीं।

(ख) और (ग) प्रश्न नहीं उठता।

आरक्षण तालिका में संसद सदस्यों के नामों को शामिल न किया जाना

1228. **श्री रमाशंकर कौशिक:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) सरकार द्वारा संसद सदस्यों द्वारा संसद भवन में स्थित रेलवे आरक्षण काउंटर से अपने गृह स्थानों से नई दिल्ली तथा अन्य स्टेशनों के लिए आरक्षण कराने के बावजूद संबंधित रेलवे स्टेशन से आरक्षण न मिलने/आरक्षण तालिका में उनके नाम न होने के लिए सरकार किसे जिम्मेदार ठहराती है; और

(ख) संबंधित रेलवे अधिकारियों की जिम्मेदारी तय करने तथा उनके विरुद्ध कार्यवाही करने के संबंध में सरकार का क्या निर्णय है?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) और (ख) संसद सदस्यों को नई दिल्ली तक उनकी यात्रा के लिए आरक्षण उपलब्ध न कराने की कुछ घटनाएं नोटिस में आई हैं। ऐसा आम तौर पर संसद भवन बुकिंग कार्यालय से जारी किए गए संदेश का संबंधित रेलवे स्टेशन पर प्राप्त न होने के कारण होता है। बहरहाल, ऐसे मामलों में जब रेलवे अधिकारी से माननीय संसद सदस्य अथवा उनके स्टाफ द्वारा संपर्क किया जाता है तो उन्हें आरक्षण मुहैया करा दिया जाता है। इसके अलावा आरक्षण कार्यालय भी चार्ट तैयार करते समय यह सुनिश्चित करता है कि ऐसे संसद सदस्यों को आरक्षण अवश्य मिल जाए। ये व्यवस्था पर्याप्त समझी जाती है। बहरहाल, समस्त भारतीय रेलों पर रेलवे आरक्षण प्रणालियों की नेटवर्किंग हो जाने से ऐसी समस्या की पुनरावृत्ति होने की अब कोई संभावना नहीं है।

यदि कोई विशिष्ट शिकायत प्राप्त होती है तो उसकी जांच कराई जाती है और दोषी व्यक्तियों के विरुद्ध उपयुक्त कार्रवाई की जाती है।

Konkan Railway running at loss

1229. PROF. VIJAY KUMAR MALHOTRA:
SHRI VAYALAR RAVI:
SHRI RAGHAVJI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Konkan railway is losing Rs. one crore per day; if so, the details thereof and the reasons therefor;

(b) the steps to be taken to improve the financial position;

(c) whether utilisation reduced and more trains are not to be introduced; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) As per the projections of Revenue and Expenditure for the year 1998-99, it is stated that the Corporation is likely to meet with the operating expenditure from the earnings generated. Thus the Corporation will not suffer any major operating losses. However, due to the financing cost on debt lease charges, which is approximately around Rs. 300 crores per year and depreciation of around Rs. 60 crores, the Corporation is likely to incur an overall loss of about Rs. 360 crores at the end of financial year.

The main reason for loss is the burden of interest (Approx. Rs. 300 crores per annum). Normally a new line of Indian Railways is constructed with capital which is cost-free for the first five years. Konkan Railway, on the other hand, is paying this huge amount of Rs. 300 crores as cost of capital. Secondly, the earnings are below the projected levels due to non-materialisation of freight traffic. While the earning from passenger traffic has materialised as per the expectations, the goods traffic is yet to build up on this line. This is mainly because the industries along the line have not kept pace with the commissioning of the Konkan Railway line. The general recession in industry has also resulted in slump in the transport segment.

(b) To improve the financial position, the steps taken are as under:—

(i) The Ministry of Railways have diverted passenger trains on the shorter route. Additionally, two new trains have been started on this route which have improved the revenues of the Konkan Railway.

(ii) Goods traffic: Meetings have been held with the Chambers of Commerce and specific stream of commodities like cement and fertiliser have been addressed even offering incentives to move the traffic on this route and attract the same back from Road and Vessels.

(iii) Ministry of Railways have also provided cash assistance of Rs. 50 crores during 1998-99. Further cash assistance will be provided from within the resources available.

(c) As far as passenger trains are concerned, more than projected number of trains have been diverted and running on the system. However traffic is yet to build up for goods trains.

(d) Goods traffic is not developed because the projected originating goods traffic on Konkan Railway has not borne out due to subdued business environment. Therefore the line capacity utilisation on Konkan Railway is entirely dependent on diversions of goods trains by Indian Railways which has not materialised. Currently only 40% line capacity is utilised.

Clandestine Service of Liquor in trains

1230. SHRI SANJAY NIRUPAM Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that liquor is served to passengers in Rajdhani and other trains clandestinely by the catering staff;

(b) if so, whether complaints have been received in this regard; and

(c) the steps taken or proposed to be taken to check this malpractice?